



The following is being distributed to the general membership of QMA to be effective January 1, 2026 unless otherwise noted. If any member has specific questions regarding the process, they must first contact their Club President who will contact a member of the National Board of Directors. The approved changes are listed below.

RFC #2 Judging, Article 7, Section 5-1, Page 38

Present Wording:

1(E). The Race Director or Flagger has the authority to make any judging call as described in section 7(H) if deemed necessary or due to safety concern.

Reason for Change:

The Race Director should be able to make calls that don't only result in a DQ. It adds more structure to having no judges, if drivers are repeatedly causing racing incidents but don't always go DOT or if a car stops to avoid a wreck for safety.

Vote: with wording changes

1(E). The Race Director or Flagger has the authority to make any judging call as described in section 7(H) if deemed necessary or due to safety concern

Yes 7 No 5 (Craig & Nicol abstained from voting) Resolved, RFC is approved by a yes vote with wording changes

Rule will read: 1(E). The Race Director or Flagger has the authority to make any judging call as described in section 7(H)

RFC #4

Present Wording:

Not currently in rule book

Proposed Wording:

In order to be in the hot chute area of the track, member must be mobile able to move on their own without the assistance of others of medical devices (i.e. wheelchairs, crutches, motorized scooters, knee scooters, etc)

Reason for Change:

This is a safety issue that needs to be addressed at the national level and something in writing. The hot chute area is dangerous and members need to be able to move out of harms way quickly/efficiently.

Vote: with modifications

Yes 13 No 0 Resolved, RFC is approved by a yes vote with modifications

Rule will read:

No mobility devices (i.e wheelchairs, crutches, motorized scooters, knee scooters, etc) will be allowed in the hot chute, staging lanes, or racing surface areas of the track. Member must be able to move on their own without the assistance of others or medical devices.

RFC #5 Rule/Procedure: Restarts, Article 2, Section M, Page 35

Present Wording:

None

Proposed Wording :

Flagger shall start the race when the first place car reaches the apex of turns three and four, but no later than the turn 4 commitment line. If the first place car fails to restart, a yellow will be thrown, a rolled up black flag will be shown to the driver prior to the next “one to go” flag.

Reason for Change:

Uniform restart zones will alleviate issues when drivers travel and encourage the participation of drivers to travel to area tracks. This will avoid drivers advancing positions at a high rate of speed in turns 3 & 4.

Vote: With modifications

Yes 13 No 0 Resolved, RFC is approved by a yes vote with modifications

Rule will read:

Flagger shall start the race when the first place car reaches the apex of turns three and four, but no sooner than the turn three commitment line and no later than the turn four apex.

RFC #8

Rule/Procedure: Drivers Weight, Article 8, Section 2B, Page 45

Present Wording:

2(B) Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts, or pants, and without shoes. The weight will be recorded on the safety sheet and will be the certified weight for the remainder of the event.

Proposed Wording:

2(B). Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts, or pants, and without shoes. Drivers will be weighed one at a time privately and will be accompanied by their handler. The

weight will be recorded on the safety sheet and will be the certified weight for the remainder of the event.

Reason for Change:

We have many female drivers now in the sport who do not wish to have their weight publicly displayed in front of other drivers. Allowing them privacy reduces the anxiety a lot of these girls face. Having their handlers present is for the safety of the person working the scales.

Vote: With modifications

Yes: 14 No 0 Resolved, RFC is approved by a yes vote with modifications

Rule will read:

2(B). Drivers in the heavyweight division will be weighed using the QMA certified scale and during the safety check or at a designated time/location. The driver's weight will be certified wearing normal street attire including one shirt, one pair of shorts, or pants, and without shoes. Drivers will be weighed one at a time privately and may be accompanied by their handler. The weight sheet will be recorded with a yes or no rather than specific weight.

RFC #9

Rule/Procedure: 2(L) (7), Article 2, Section 2, Page 35

Present Wording:

2(L) (7) If there is an accident on the initial double file start and no call is made there will be one single file restart and no cars will receive a charge yellow. All cars receive their initial starting position. If Judges determine a car(s) is at fault, that car(s) will receive a charge yellow and start in the back.

Proposed Wording:

If there is an accident on the initial double file start and no call is made the race will be reset, and they will start again in double file. No cars will receive a charge yellow. All cars receive their initial starting position. If Judges determine a car(s) is at fault, that car(s) will receive a charge yellow and start in the back.

Reason for Change:

This rule only benefits the kids that are driving overly aggressive at the front, and screws over the kids that are starting at the back that aren't even involved in the incident. The kids at the front that caused it get their position back and the kid at the back now has to restart even further back.

Vote: with modifications

Yes 13 No 1 Resolved, RFC is approved by a yes vote with modifications

Rule will read:

If there is an incident on the initial double file start and no call is made before all cars have passed the start line, the race will be reset, and there will be one attempt to restart again in double file. No cars will receive a charge yellow. All cars receive

their initial starting position. If Judges determine a car(s) is at fault, that car(s) will receive a charge yellow and start in the back of a single file restart.

RFC #11

Rule/Procedure: 1(g), Article 5, Section 1, Page 26

Present Wording:

In order to run Junior Animal, Junior 160, Light 160, Heavy 160, B, WF, Mod WF or Half a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

Proposed Wording:

In order to run B, WF, Mod WF or Half a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

Reason for Change:

Seat time is the most important thing for these young drivers. Being able to run more than 1 car also helps keep families and kids interested in the sport as they aren't having to sit around all day to race 1 car. This will also improve car counts.

Vote: with modifications

Yes 10 No 2 Resolved, RFC is approved by a yes vote with modifications

Rule will read:

In order to run any Animal, 160, B, WF, Mod WF or Half class a driver must run one 12 month period upon graduation from the novice class, in a lower class or combination of the lower classes OR obtain the unanimous approval of the Novice Committee and deemed competent in a competitive environment before competing in these classes. In addition, you must be the appropriate age to run these classes before competing. (The QMA Move Up form must be completed and signed by parents of child, Club President, and Club Novice Director and sent to the National Secretary).

Nicol Venard – Treasurer

- Proposed 2026 Budget presented
- **Darrell Tidrick motion to approve 2025 Budget with deficit, Ryan Fasching second**
 - o **Vote Yes 11 No 0**

2025 Financials presented

Referenced were the Jan- Sept year to date (YTD) Summary, the YTD and September Profit/Loss Summary and balance sheets

QMA's checking account had \$70,537.12 and savings account of \$36,110.49 bringing our total bank account income to \$106,647.61. QMA has a current Fixed asset for MoScore of \$45k. The loan borrowed in the amount of \$3700.00 for ORQMA to help obtain a permit fee and additional insurance in 2023 has been satisfied and paid in full. All Charters have been paid.

YTD Summary

In 2024 our full membership was \$43,596.30, Our 2025 full membership is \$44,218.00 This year was the first full membership season where everyone paid the new rate increase. For Alternate handlers our 2024 total was \$7,062.70. and our 2025 is \$7,336.30 For 2025, our Combined Full member and Alternate is currently a total of \$51,554.30.

Our VEGA sponsorship income of \$17,178.00 includes 4th quarter 2024 and 2025 1st and 2nd quarter (Q3 is pending) earnings which goes directly to pay for our club's insurance. QMA pays the remaining difference in addition to club officer's insurance. The 2025 East Grands was held at Oaklane for Creekside QMA. The Creekside Club had 97 cars with a race entry fee at \$80 per a car for a club total income of \$7,760.00. The West Grands was held at Magic City QMA. The MCQMA club had 107 cars with a race entry fee at \$80 per a car for a club total income of \$8,560.00.

Expenses:

Our subscription with Go Daddy is only renewed every other year and this is currently our off year bringing the 2025 cost down for QMA.

The expense for Insurance comparison for 2025 remained flat from 2024. With inflation there is an expected increase in 2026.

Our 2025 expense for Rulebook was \$1,919.82; Craig QMA VP was able to secure rulebook ads in the amount of \$3000.00. We are currently reaching out to secure ads for next year's rulebook so if you know of a business interested in being in the 2026 rulebook or our website with social media exposure please reach out to Craig DellaRocco to discuss options available and costs.

Our expense for Legal fees for 2025 were \$14,862.00. This was expected as we completed all necessary IRS filings to change our non-profit status from a 501 c4 to a 501 c3. With this completed, we anticipate a much lower expense in 2026.

Our overall to-date for 2025 total income is \$87,864.65 and our total expense is \$113,647.84. This was a result of changing of our non-profit status, and the low car counts at both East and West grands. We did better in memberships this year from last year, and our rulebook achieved a profit with sponsorship ads. With more social media and promoting on all platforms it will drive up our car counts to our big events, more

arrive and drives to help increase memberships, and with QMA now being a 501 c3 we are working to secure grants, corporate sponsors and donors.

Ryan Fasching – Safety

- Reorganize Safety sheet
- **Ryan Fasching motions to require a head sock is worn in the Mod WF class, Darrell Tidrick second.**
 - o **Vote: Yes 13 No 0 Will be added to the 2026 rulebook**
- **Ryan Fasching motions to update helmet requirements to Helmets approved for use in QMA must be rated SA 2020 or SFI 24.1/2020 or newer. Note SA/SFI24.1 - 2010 helmets approved for Ride Day. Darrell Tidrick second.**
 - o **Vote: Yes 12 No 1 Will be updated in the 2026 rulebook**
- **Ryan motions for two throttle return springs to be required on all engines, Darrell Tidrick second.**
 - o **Vote: Yes 12 No 1**
- Reminder all weight/ ballast needs to be white or fluorescent/neon.
- **Ryan motions to update the no smoking policy (Page 32 (1R), Dave Falini second. No smoking, including electronic cigarettes, will be permitted in hot chute, staging area, flag stand, work areas, racing surface, scale and fuel areas, especially whenever fuels may be exposed to the atmosphere. Anyone found violating this rule will be subject to removal from the area.**
 - o **Vote Yes 13 No 0 Will be updated in the 2026 rulebook**
- **Ryan motions to add that no patches for repairs or holes in suits will be allowed. Darrell Tidrick second.**
 - o **Vote 13 No 0 Will be added to the 2026 rulebook**

Dave Falini - Tech

Honda 120 UT3

- The new camshaft identified with USAC Racing stamped on the outer face of the cam gear face is now legal competition. All of the technical specifications for this new cam will be the same as the current OEM Honda UT2 cam except as outlined in the following specifications listed.
- QMA Racing camshaft specifications

Camshaft Lobes:

- Intake heel to heel = .865" to .870"
- Intake heel to peak = 1.090" to 1.096"
- Exhaust heel to heel = .865" to .870"
- Exhaust heel to peak = 1.090" to 1.096"

Camshaft Length from thrust to thrust face:

- Minimum diameter: 3.142"
- Maximum diameter: 3.150"

Adjustments to Camshaft lobe dimensions for USAC Racing camshaft only:

- Minimum cam diameter base: .846"
- Minimum toe to heel dimension: 1.068"

Tappet Head Diameter:

- Tappet head diameter minimum: .909"
- Overall length minimum: 1.170"

Carburetor Nozzle – The top end of the nozzle outside diameter:

- Must not be smaller than .154"

Honda 120 Japan/UT1/UT2

- The new camshaft identified with USAC Racing stamped on the outer face of the cam gear face is now legal competition. All of the technical specifications for this new cam will be the same as the current OEM Honda UT2 cam except as outlined in the following specifications listed.
- QMA Racing camshaft specifications

Camshaft lobes:

- Intake heel to heel = .865" to .870"
- Intake heel to peak = 1.090" to 1.096"
- Exhaust heel to heel = .865" to .870"
- Exhaust heel to peak = 1.090" to 1.096"

Camshaft length from thrust face to thrust face:

- 3.142" Min
- 3.150" Max

Honda 120UT2 tech manual - This is for clarification only and is not a rule change. The Honda 120 Japan, UT1 and UT2 engines are all legal for competition. However, all 3 of these engines must meet the technical specifications outlined

USAC Racing camshaft only:

- Minimum cam diameter base: .846"
- Minimum toe to heel dimension: 1.068"

Tappet Head Diameter:

- Tappet head diameter minimum: .909"
- Overall length minimum: 1.170"

Carburetor Nozzle – The top end of the nozzle outside diameter:

- Must not be smaller than .154”

Honda 160 UT2

Tappet Head Diameter:

- Tappet head diameter minimum: .909”
- Overall length minimum: 1.170”

Carburetor Nozzle – The top end of the nozzle outside diameter:

- Must not be smaller than .154”

Animal

Flywheel Timing Key the flywheel timing key is a non-tech configuration. Aluminum or steel, key may be filed, machined, or offset design are all legal. Note: A key must be present.

Animal Gear Box The lower drain plug is now a non-tech item. Any style drain plug is now legal. This change is to allow a lower profile drain plug to prevent it from dragging the ground. A recommended option is McMaster-Carr part number 97313A111.

Flywheel Fan both Briggs fan part numbers 692592 and 555778 are now legal.

Exhaust Port Extension the exhaust port extension minimum depth has changed from .520” to .475” minimum depth. Exh dq is a tech dq

World Formula

Flywheel Timing Key the flywheel timing key is a non-tech configuration. Aluminum or steel, key may be filed, machined, or offset design are all legal. Note: A key must be present.

Flywheel Fan both Briggs fan part numbers 692592 and 555778 are now legal.

Exhaust Port Extension the exhaust port extension minimum depth has changed from .520” to .475” minimum depth. Exh dq is a tech dq

Formula Modified

Flywheel Timing Key the flywheel timing key is a non-tech configuration. Aluminum or steel, key may be filed, machined, or offset design are all legal. Note: A key must be present.

Flywheel Fan both Briggs fan part numbers 692592 and 555778 are now legal.

Exhaust Port Extension the exhaust port extension minimum depth has changed from .520” to .475” minimum depth. Exh dq is a tech dq

Body Panels

The right and left body side panels cannot be higher than the front hood top surface starting at the corner where the side panel meets the hood top surface.

Exhaust System

Exposed portions of the exhaust system that are located in front of the right rear tire cannot be higher than a straight line that extends from the top of the right rear tire to the top of the right front tire. This inspection is to be performed with the car sitting on the ground with the driver in their driving position.

Dave Falini motions to add back to the rulebook Engines Article 6A with up-to-date modifications, Darrell second.

Vote Yes 11 No 0 Armine abstained from a vote

Will be added back to the 2026 rulebook with updates

Talking Points

Heavy WF not included in the age limits on page 26 & 27 in rulebook.

- **Armine motions to changing wording from only Light World Formula to World Formula to include the Heavy class in age restrictions (Page 26 1(C) and Page 27 Table 5-1)**
 - o **Vote Yes 12 No 0 Will be updated in the 2026 rulebook**

MoScore

- We are addressing a fix to the software and Denise will be reaching out to contacts to assist with the update/fix.
- Non QMA use of the program
 - o **After discussion with the Presidents, Denise motions to sell MoScore to non QMA clubs and increase rate by \$200 once program is running efficiently. Darrell second.**
 - o **Vote Yes 11 No 0 Flannery abstains from vote**
 - o Tech help concern, to be addressed, who will clubs (both QMA and non QMA clubs) contact for race day help

Election Procedures

Election procedures were inadvertently removed from the rulebook.

- **Jeff Chambers motion to update and return Election Procedures back to the rulebook, Craig second**
 - o **Vote Yes 12 No 0 Will be added to the 2026 rulebook**

Retired Drivers Race Rules and Procedures (Existing)

QMA Retired Drivers Race Rules and Procedures

1. All cars MUST meet QMA Specifications and have current safety equipment
2. The Cars must pass Safety!! Cars and drivers safety equipment (helmet, gloves, jacket and neck and wrist restraints) will be checked before practice
3. Drivers must fit in the car per QMA rules!
4. Car + Driver must equal 375 lbs pounds minimum
5. Engine used will be the UT1 Honda 160 with the GX200 Carburetor
6. Engine MUST comply with the QMA Tech Sheet

7. All participants in the RETIRED DRIVERS race must be current QMA members or be registered for an event membership
- **Rocky Galloway motions to approve proposed Retired Drivers Race Rules and Procedures with the removal of numbers 4 & 5. Darrel second.**
 - o **Vote Yes 11 No 0 Nicol not present to vote**

Checkered Flag call

Current rule: (Page 42 10 (D)) Cars involved in incidents that receive CY on the last lap of a race, after the checkered flag has been displayed, shall be scored DNF and shall be scored from the order of their last completed lap. Cars receiving CY will be placed behind cars going DOT.

Currently in Scoring Procedures: Any Charged Yellow that is assigned because the car was 100 percent at fault on the checkered flag lap is an automatic DQ.

- **Darrell motions to change scoring procedures to follow rulebook, a call made on the checkered flag lap after the flag has been thrown will be a DNF not a DQ. Ryan second.**
 - o **Vote Yes 12 No 0 Scoring Procedures will be updated**

Novice Grands

Current rule: Page 29. A Novice driver may run the Grand National Exhibition Events as a novice for one year only.

- **Darrell motions to let a Novice driver run the grands once as a Junior and once as an Advanced. Amanda Ruiz second.**
 - o **Vote Yes 9 No 3**

Loss of Control calls

Current Rule: Page 41 7(H)(6). An accident where a single car loses control and additional cars become part of the incident, that single car, will be assigned a Charged Yellow – Loss of Control, the offending car will be put to the back of the lineup and assigned a **Loss of Control-CY**.

- **Ryan motions to change rule to read: An accident where a single car loses control and additional cars may/may not become part of the incident, that single car, will be assigned a Charged Yellow – Loss of Control, the offending car will be put to the back of the lineup and assigned a Loss of Control-CY.**
 - o **Vote Yes 9 No 1**

Membership Changes

- \$50 – Alumni & Alternate Handler
No Individual Voting Rights
18+
Non-Driver
Allowed to Volunteer at clubs

- \$100 – Minor Volunteer

- 1 - 16-18 Years Old Minor

- 1 Parent or Legal Guardian

- No Voting Rights

- Allowed to Volunteer at clubs

- \$100 – Single person Membership

- 1 QMA Voting Right, no club level voting rights

- Non-Driver

- Allowed to Volunteer at clubs

- \$200 – Family Membership

- 2 Adults Parent/Guardians living in the same household

- Drivers

- 1 QMA Vote Per Family

- **Darrell motions to make the following membership changes effective January 1st, 2026. Armine Seconds:**

- **Vote Yes 12 No 0 Memberships will go into effect January 1st, 2026**